3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

south-west to Kutais, a distance of 191 miles. It crosses the Caucasian main range by the Mamison Pass.

The most important road from west to east is the Kutais–Tiflis–Elisavetopol–Shemakha–Baku road, with a total length of 542 miles. The Kutais–Tiflis section is known as the Imeretian Military Road.

There are also coast roads along the shores of the Black and Caspian Seas:

On the Black Sea coast a metalled road begins at Anapa, passes through Novorossiisk, 30 miles to the south-east, and runs along the coast to Sukhum and Ochemchiri, where it turns inland, dividing at Novo-Senaki into two branches which meet again at Kutais. The coast section was being improved in 1913.

Other roads terminating on the Black Sea coast are the Armavir–Maikop–Tuapse road, 166 miles long, the Akhaltsikh–Batum road, 110 miles long, and the Akhalkalaki–Artvin–Batum road, 200 miles long. The first of these is now to some extent superseded by the recently constructed railway following the same course. Batum lacks road connexions with the north.

Along the Caspian coast there is a road, for the most part unmetalled, from Astrakhan to Baku, a distance of 600 miles; and there is a road, metalled except where it crosses the Vantliashet Pass, from Petrovsk, on the Caspian, to Tiflis.

Road communications between the Caucasus and Russia are very few, the only ones of importance being the above-mentioned road along the Caspian littoral and one from Stavropol to Rostov-on-Don.

(*b*) *Rivers and Canals*

Few of the numerous rivers of the Caucasus are navigable, and those are used to a limited extent only for transport. The floating of timber to the seaboard for shipment is the principal traffic in almost every case.

In Ciscaucasia the Kuban and the Terek have navigable stretches. The *Kuban*, which flows into the

3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

133 Sea of Azov, is navigable by light-draught steamers for
505 141 miles from its mouth. On the river and the various tributaries forming its basin there are 964 miles of water suitable for floating timber. The *Terek*, which flows into the Caspian, is navigable by light vessels for 112 miles from its mouth, but there is no steamer traffic. Timber can be floated for 320 miles. It has no tributaries of importance.

In Transcaucasia the navigable rivers are the Chorokh and Rion, emptying into the Black Sea, and the Kura, emptying into the Caspian. The *Rion* is navigable for 83 miles from its mouth at Poti, but no steamers can be used. Timber is floated or rafted for 123 miles. The *Kura* is navigable for 390 miles from its mouth, and of this distance 197 miles are suitable for steamers. Including its tributaries, the basin of the Kura provides 1,098 miles of water upon which timber-floating is possible.

[656] All these navigable waters were under the care of the State, which, through the Ministry of Ways and Communications, was responsible for their maintenance and improvement.

There are no navigable canals in the Caucasus. For irrigation canals, see p. 59.

(c) *Railways*

496 In 1912 there were 2,442 miles of railway in the Caucasus, 994 miles being in Ciscaucasia and 1,448 miles in Transcaucasia. These are generally of 5-ft. gauge, and, with certain exceptions indicated below, are of single track.

Principal Railways.—There are two principal railway systems—the Vladikavkaz and the Transcaucasian.
[471] Both were constructed and maintained originally by private companies, but the latter was acquired by the State in 1906.

(i) The main line of the *Vladikavkaz Railway*, 819 miles in length, runs from Rostov-on-Don (where con-

3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

504 Bailov, and on the east by the Kargin Islands, which lie at the entrance to the bay, 7 miles out at sea. A line of quays extends 4 miles, and there are 14 piers, owned by various shipping companies, each company having its own wharf, warehouses, and offices. In [653] 1914 the State assigned £100,000 for the building of other wharves, although there was already ample accommodation for the steamers engaged in oil transport and in the Transcaspian trade. At Cape Bailov there is a capacious dock.

Derbent (Derbend), 154 miles to the north-west of Baku, is an open roadstead, affording no protection from the north and south-east winds, which blow with great violence at certain seasons. There are no harbour facilities, but various shipping lines visit the port regularly. There is a considerable local trade in fish.

Lenkoran, on a shallow bay, offers only exposed and indifferent anchorage. Large ships lie 3 miles out to sea. There is a considerable trade in boxwood.

Petrovsk, 81 miles north-west of Derbent, has a fair harbour, formed by a curved stone mole, 500 yds. long, on the south. There is a wooden pier on the north, and both mole and pier are connected by lines of rails with the railway station. There are berths for about 10 steamers. The quays and wharves are lit with electric light. The port is closed by ice in January only, and in the winter months, when the Volga is [489] frozen, Petrovsk does a considerable transit trade between Russia in Europe on the one side and Persia and Transcaspia on the other. It also exports oil from Grozni to the Volga. All the Caspian Sea steamship companies call at Petrovsk regularly.

(*b*) *Shipping Lines*

● 505 (i) *Russian.*—The Russian Steam Navigation and [477] Trading Co. had almost a monopoly of the Black Sea shipping services, and, under a contract due to expire in 1928, received an annual subsidy of £98,000 from the State. It had piers at the ports of Batum and

3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

Novorossiisk. Its vessels called four times a week at Batum, three times a week at Poti, Gagri, Sukhum Kale, Sochi, Tuapse, and Anapa Roads, and once a week at Gelendjik Bay. In 1914 it possessed 70 steamers with a total tonnage of 142,264. 505 ●

The Russian Volunteer Fleet Association called at various ports on the Black Sea and the Sea of Azov; in 1914 it had 31 steamers with a total tonnage of 116,264.

The Caucasus and Mercury Co. had 39 steamers, with a total tonnage of 16,504 on the Caspian Sea, and received a grant of £30,350 per annum for its Caspian and Volga services. In 1913 the company demanded an increase to £67,000, which was refused. It had a regular service between Baku, Astrakhan, Krasnovodsk, and smaller Caspian ports.

Other Russian shipowners serving the ports of the Caucasus in 1914 were, on the Black Sea, L. L. Andreis with 12 steamers, Ehrtmann & Geelmuyden with 2 steamers, both of Novorossiisk, and P. Spoliansky of Batum with 2 steamers; on the Caspian, the Eastern Trading Co. with 34 steamers, the Mazut Co. with 14 steamers, the Nadejda Co. (affiliated to the Caucasus and Mercury Co.), Nobel Brothers, and Kachtcheef Brothers.

(ii) *Foreign.*—The Wilson Line, the Oesterreichischer Lloyd, and the Navigazione Generale Italiana had regular services to Batum, Novorossiisk, and Poti; the Compagnie de Navigation Paquet, the Messageries Maritimes, and the Deutsche Levante Linie regular services to Batum and Novorossiisk, and boats calling occasionally at Poti; the Cunard and Moss Companies regular services to Batum only. Vessels of the Ellerman Line called occasionally at Batum, and those of the Danube Steam Navigation Co. (Rumanian) at Batum and Novorossiisk.

A good deal of 'tramp' tonnage was attracted to the Black Sea, especially in the autumn, when grain shipment from Novorossiisk was brisk. The vessels were of all nationalities, but British shipping easily held

3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

505 first place, followed, up to the outbreak of the Balkan War, by vessels under the Greek flag. Only Russian-owned vessels trade on the Caspian Sea.

Shipping facilities both on the Black and Caspian Seas were equal to all demands; on the former the majority of the vessels from abroad arrived in ballast, as imports nowhere balanced exports.

Particulars of shipping at the principal ports in 1909 and 1913 are given in Table I of the Appendix (p. 92).

(c) *Telegraphic and Wireless Communications*

206 The Indo-European Telegraph Co. has a line running from Julfa by Erivan, Tiflis, Zugdidi, Sukhum Kale, Tuapse, Ekaterinodar, and Temryuk to Chushka Point, whence two submarine cables belonging to the company cross the Kerch Straits to Yenikale. Land telegraph lines connect Batum with Constantinople *via* Trebizond. A submarine cable connects Baku with Krasnovodsk in Transcaspia.

Batum possesses a wireless telegraph station, installed in 1911, in communication with Sevastopol. A wireless station with a range of 267 miles connects Petrovsk with Fort Alexandrovsk in Transcaspia, and another of the same power was opened at Baku in 1914. Funds were assigned in that year for erecting stations at Novorossiisk and Poti.

(B) INDUSTRY

(1) Labour

(a) *Labour Supply; Immigration and Emigration*

463 181 Agriculture forms the occupation of the majority of the inhabitants of the Caucasus, though in many cases it is pursued in combination with other activities. The numerous peoples of which the population consists (see above, pp. 8–12*) naturally show very various capacities for labour and prejudices with regard to it. The people of Caucasian or Georgian stock are cultivators of the land and keepers of flocks and herds, with little taste

* [see cat. 116 -- Analyst]

#133 sources near those of the Kura and unites with the Tortum-Su near the point where it falls into the main river. After the Chorokh breaks through the Pontic Range at lat. 41° 15' N. it also receives from the right, at a distance of only 15 km. from the seacoast, the Acharis-Tskhali. From this junction point on, the Chorokh is the frontier between Turkey and the Soviet Union. The Acharis-Tskhali runs for its entire course, however short, (80 km. long) on Soviet territory. It has its sources on the western slope of the ridge abutting in the north against the Adjaro-Imeret'ian range, and extending to the south in two branches, one southeast, the other southwest, thus enclosing the Ardahan-Kars plateaus from the north. This ridge and its southwestern branch are the watershed between the Black Sea and the Caspian Sea. From its eastern slopes the Pos-Khevi-Tskhali streams down and falls, as mentioned earlier, into the upper Kura near the town of Akhalts'ikhe. Another spur parallel to the first projects from the Arsiya massif (map of 1916: 2616 m.) northwestward, then west and west-southwestward, forming the southern boundary of the Acharis-Tskhali valley.

#133 505 None of the Caucasian rivers has any significance as lines of communication and transport, in sharp contrast to the two great rivers north of the area, the Don and the Volga. Navigation on a minor, insignificant

*133
505 scale is possible on the Kuban up to the Belaia estuary, east of Krasnodar, only about 220 km. from the Kuban estuary; and on the Kura up to the Mingechaur "water hub" near Yevlakh. The latter point is about 300 km. from the Caspian coast.

496 transportation. The Soviet regime, in addition to the inherited railroad lines (Baku-Rostov, Novorossiysk-Stalingrad, Baku-Batumi, Tbilisi-Dzhul'fa, and Astrakhan'-Saratov lines) has built a whole series of main lines (Prokhladnyy-Astrakhan', Armavir-Samtredia, Dzhul'fa-Alyaty) and a whole net of trunks. Thus, today the Caucasus is well served, except for some northeastern sections.

Water ways: Unimportant in the Caucasus because of the mountainous character of
505 the area. Except for the Kura River in Azerbaijan on which there is some navigation on a small scale, only the Volga and the Don Rivers, which constitute the northern boundaries of the Caucasus, are really navigable rivers. Especially the Volga River is important, being the outlet to Russian Central Asia and Persia. On it lumber is floated downstream and fish, salt, and oil are shipped upstream. The seas around the Caucasus are also important in local coastwise shipping, as well as in long distance coastal shipping and in overseas exports. In coastal shipping the Caspian Sea is especially important, oil shipping between Baku-Makhachkala and Astrakhan' being the largest item. Long distance shipping is characteristic of the Black Sea ports like Sochi, Tuapse, Novorossiysk. The cement of Novorossiysk is shipped for instance as far as Leningrad. The Black Sea, open to navigation throughout the year, handles at the same time 50% of the oversea exports of the USSR. Though Soviet exports were relatively small during the Stalinist period, and though it was

505 handled partially by Odessa and other non-Caucasian Black Sea ports, the importance of Novorossiysk, Poti, and Batumi was still considerable. On the Caspian Sea Makhachkala is the preeminence export harbor. The importance of the Sea of Azov in maritime shipping is smaller.

491 Primary roads: Importance limited. Certain areas, however, are better served. The highways are relatively good in North Azerbaijan along the slopes of the Greater Caucasus. They are also good in the Tbilisi-Yerevan areas. Of the military roads, the Abkhazian and Ossetian Military Roads are famous, but without practical value. The Georgian Military Road, connecting Tbilisi with Dzaudzhikau is somewhat better. The coastal highway is relatively good in Groznyy Oblast, and in Dagestan along the northern slopes of the Greater Caucasus. Krasnodar Kray, along the slopes, has better highways too. Stepnoy (in the Stavropol' Kray) is reported to be connected with Astrakhan' and Stalingrad by a more recent highway.

508 Airfields, landing grounds: The Caucasian aviation system is well developed. The number of civil and military airfields and landing grounds is around 50. Baku, Kirovabad, Yerevan, Tbilisi, Astrakhan', Makhachkala, Mineral'nyye Vody, and Rostov are the aviation centers. They usually have several airfields each, sometimes as many as six.